

# NOTES MADE WITH PEN AND CAMERA

## Ill Fate Overtakes German Sea Raiders

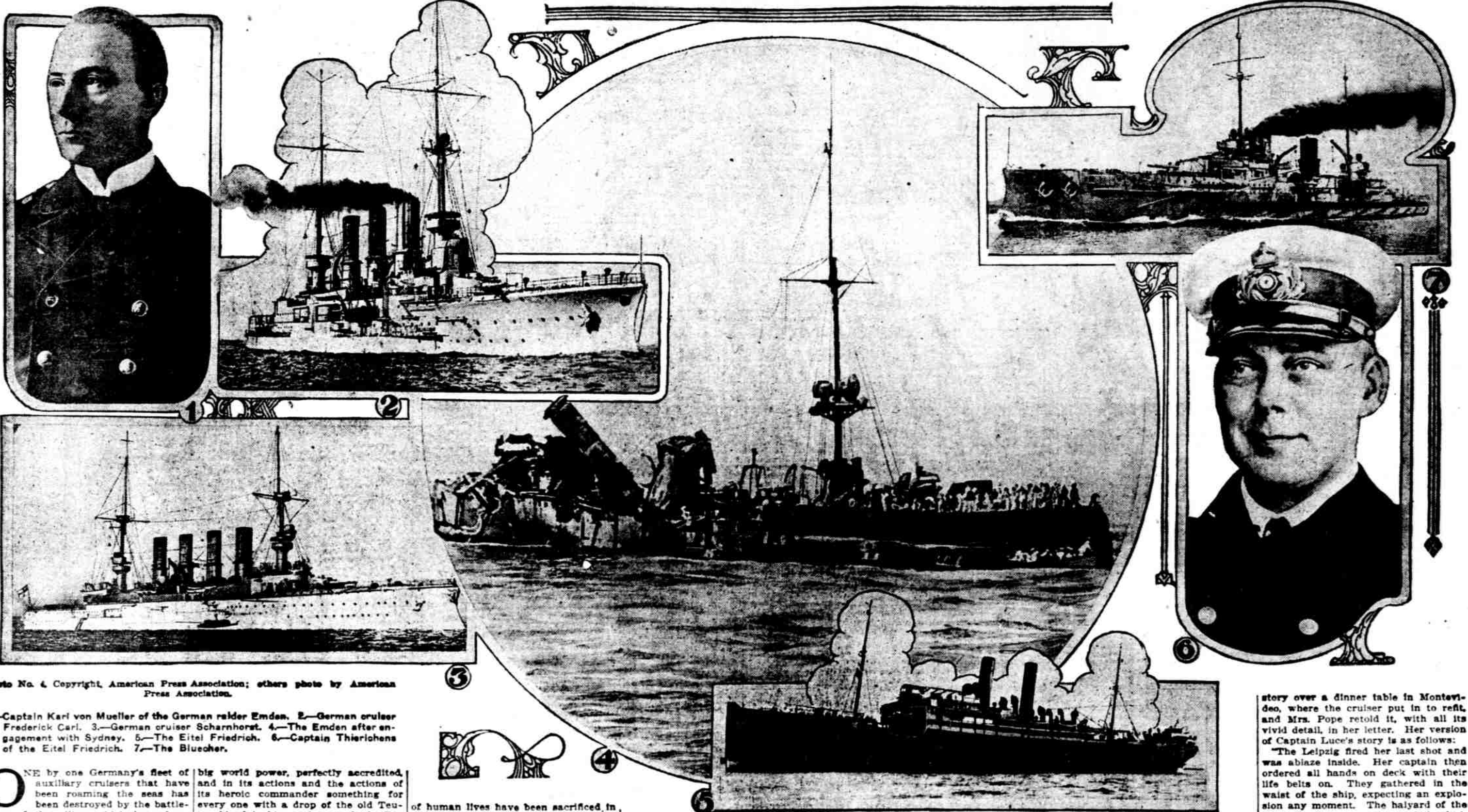


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1—Captain Karl von Mueller of the German raider Emden. 2—German cruiser Emden. 3—The Emden after engagement with Sydney. 4—The Eitel Friedrich. 5—Captain Thierichsen of the Eitel Friedrich. 6—The Bluecher.

ONE by one Germany's fleet of auxiliary cruisers that have been roaming the seas has been destroyed by the battleships of the allies, which have been chasing them practically since the opening of the war. In their raiding careers the German ships led their pursuers thousands of miles. But it was an uneven battle. The story of the careers of the different raiding cruisers and their thrilling fights and pursuits all over the world would fill many volumes.

Every lover of sea romance, every collector of practical lore, every worshiper of Jean Lafitte, "Blackbeard" Lathoe, Morgan the buccaneer and Captain Kidd and other pirates, as well as of John Paul Jones and Admiral Nelson, was given new and added interest in the great war when on the morning of Nov. 11 he read that the German cruiser Emden, which had destroyed more than a score of British ships in eastern waters, had been driven ashore and burned on Cocos Island.

The Emden was not a pirate ship, but a small cruiser of the navy of a

big world power, perfectly accredited, and in its actions and the actions of its heroic commander something for every one with a drop of the old Teutonic blood in him to be proud of. But in its desperate cruises, its daring attacks, its sailing of the high seas without fear and without let from the mighty power of England's navy, there was a suggestion of John Paul Jones—and there was something of the old, free, devil may care spirit of the buccaneer days.

**Island Suggests Buried Treasure.**  
In the name of the islands where she was finally driven ashore there was a wealth of historical suggestion of the years when the pirates Lathoe, Morgan, Kidd and Lafitte sailed wherever they listed, battled under the flag of the Jolly Roger and took what prizes they cared to in spite of the navies of the civilized world arrayed against them.

It was on Cocos Island—another Cocos Island—that the greatest of pirate hoards was supposed to have been secreted, and in the years since hundreds of thousands of dollars and hundreds

of human lives have been sacrificed in the attempt to find the treasure. All down the years men have plotted, starved, fought, murdered and have been murdered to find and carry away the treasure from Cocos Island—the other Cocos.

But the fact that the Cocos Island in the Indian ocean, where the Australian cruiser Sydney did for the brave little Emden and Cocos Island in the Pacific ocean, about 550 miles southwest of Panama, where the old time pirates were believed to have hidden their treasure and where every few years an expedition arrives from some world city to hunt for it were not the same, did not detract from the glamour that hung around the daring seaman-ship and the heroic warfare of the modern day sea scourge Emden.

Sympathizers with Germany heaved a sigh for the brave young Teuton sailors and fighters and remembered the Vikings of old. The impartial, neutral reader of sea yarns must have

wished that Stevenson had lived to write that story and read over again how the Emden destroyed twenty-two ships in fourteen weeks.

The gallant little 3,500 ton cruiser, knowing the whole time that she was inexorably doomed to destruction, gallantly held the seas for three months against fully forty warships of the allies.

**Career of Eitel Friedrich.**

The German auxiliary cruiser Prinz Eitel Friedrich, after a commerce destroying cruise over Pacific and Atlantic oceans, which culminated in the sinking of an American sailing ship in the south Atlantic on Jan. 28 last, came into Newport News, Va., and anchored for supplies and repairs. She brought with her rescued crews and passengers of American, British, French and Russian ships.

The Prinz Eitel Friedrich arrived off

Cape Henry after dark, but did not enter until the morning, when she came to anchor off Quarantine. The United States coast guard ship Onondaga immediately went alongside to preserve the neutrality of the United States. The German vessel was scarred and rusty from her long voyage. She was painted white on one side and black on the other, but she came into the roads without any attempt at deception as to her nationality.

The Prinz Eitel Friedrich began her scouting for the ships of enemies of the fatherland at Tsingtao, China, last November under Commander Thierichsen, who admitted sinking eleven merchant ships—five British, four French, one Russian and one American. The sinking of the American ship, the William P. Frye, a sailing vessel, bound from Seattle to Queenstown with 5,200 tons of wheat, most concerned

American port officials. She was owned by the Arthur Sewall company of Bath, Me.

**Leipzig's Tragic End.**  
A shot torn flag halyard was responsible for the death of 400 German seamen of the cruiser Leipzig at the end of the engagement of Dec. 8 off the Falkland Islands. The German cruiser, her last shot fired, on fire and disabled, could not haul down her ensign in surrender because the halyard was severed and, massed on the tilting deck, the crew in consequence had to endure a heavy shelling from the Glasgow that left only thirty of them alive.

This tragic detail of the sea fight off the coast of Chile became known for the first time through a letter from Mrs. John H. Pope of Montevideo, Uruguay, to the family of J. D. Cox of Cleveland, O.

story over a dinner table in Montevideo, where the cruiser put in to refit, and Mrs. Pope retold it, with all its vivid detail, in her letter. Her version of Captain Luce's story is as follows:

"The Leipzig fired her last shot and was ablaze inside. Her captain then ordered all hands on deck with their life belts on. They gathered in the waist of the ship, expecting an explosion any moment. The halyard of the ensign was cut by a shot and the deck below was burning; also a storeroom directly under and around the mast. They could not haul down their ensign, and one man who volunteered to climb the mast was burned to death.

"The signal room was afire also, and the three green lights were discovered at the last moment in a box on deck.

"So there they stood, packed solid on the deck, and the Glasgow's last two rounds just mowed them down by fillets and sixties and strewn the bits far and wide. The captain sat in the midst of them, as calm as though they were at anchor at home. He sat and talked and smiled and helped them to keep steady, and just at the end his cabin boy found a big box of cigarettes. He passed them himself to crew and officers. He was alive to the last when they were standing on the up side of the ship as she heeled over and jumped with them, but went down and couldn't be found."

## Portland's Marvelous Rose Display



Roses in Bloom in Portland, Ore.

ONE HUNDRED miles of roses of wondrous beauty—a floral display that would reach from Portland, Ore., to the Pacific ocean, along the shore line of the mighty Columbia river—a floral display alone that would prove a world-wide attraction!

This is just the very thing Portland, long famed as the Rose City, will accomplish this year through the city beautiful committee of the Rose Festival association.

Portland has long talked roses, and

when Portland or a Portlander talks roses he seldom talks varieties. With him it is the Portland rose, and the slogan adopted for the 1915 festival is "The Whole World Knows the Portland Rose."

City beautification is a question that is being given much thought and attention by the leading cities of the United States. For the last eight years Portland has continually beautified the streets in the residence districts by the setting out of rosebushes. With a climate admirably adapted to the growing

of roses and with many rosarians interested in the creation of new varieties from year to year and the importation of varieties, the creation of rosarians in foreign lands, Portland is now a city where more than 25,000,000 rose flowers are grown each year. This figure is very conservative, and some rosarians assert that if the rose flowers in bloom from May until September, and often throughout the winter months, were counted the annual display would be not far from 50,000,000 flowers.

The production of roses in Portland

by the millions led to the festival idea in 1907, when the first carnival was held. Each succeeding year the features calling for the rose as the central idea in decoration have been improved upon until now it requires more than 5,000,000 rose flowers for the decorated automobile parade. Millions more are used in street and other decorations, and for three days each year, June 9, 10 and 11, beautiful rose flowers of many varieties are required to carry out the spirit of the rose festival.

While Portland already produces millions of roses annually, many residence streets in new districts were without floral decorations, so one of the functions of the 1915 association was the beautifying of the city.

Co-operating with the rose festival at Portland are representatives of every commercial, business, fraternal, religious and social organization in the city. A canvass was recently made, and it was found Portland florists had on hand 250,000 rosebushes which, if planted this year, would bear flowers by June. The festival offered more than 30,000 bushes at sale much below the catalogue price to call attention to the task of city beautification. The bushes were easily disposed of in less than a week. Washington's birthday, Feb. 22, was selected as rose planting day, when Portland residents set out rosebushes covering fifty miles of parking strips. The stock of two-year-old rosebushes in Portland is exhausted with the result that the city has beautified more than 3,000 residence blocks, or 100 miles of additional rosebushes.

One of Portland's great floral features is the four acre rose garden at Peninsula park, where more than 1,000,000 roses are in bloom at one time in June. The expositions in San Francisco and San Diego are bringing thousands of tourists through Portland to and from the fairs, and Portland has put the city in the best possible appearance to receive the guests.

The citizens are doing all in their power to make the city otherwise attractive for visitors. It is regarded as certain that thousands from the middle western and Atlantic states on their way to the expositions will put in at least a day at this wonderful city and view the remarkable flower exhibit.

## War Shows Effectiveness of Big Guns

GREAT execution has been done on the eastern battle front in the European war by the 30.5 centimeter guns of the Austro-German army. These guns rank next to the tremendous death dealing 42 centimeter guns of the German army and might be compared with the 12 inch guns of the navy, but are much more effective.

British experts in comparing the artillery of the Germans and the allies agree that the present European strife has transformed big gun practice. They emphasize the use of the howitzer, formerly a bombardment weapon for man killing purposes, and also in the open field, which hitherto was unknown.

Frank admission is made that the Austro-German forces have larger howitzers, but it also is claimed that in light and heavy artillery the allies are as well provided. Doubt is expressed as to a sufficient supply of 11 inch howitzers by the Austro-German forces. Of the 42 centimeter howitzer one writer says that there is little doubt as to its existence, but questions if there are more than two pieces of this large caliber weapon in the field. If they were used at all, he believes it was at the siege of Liege.

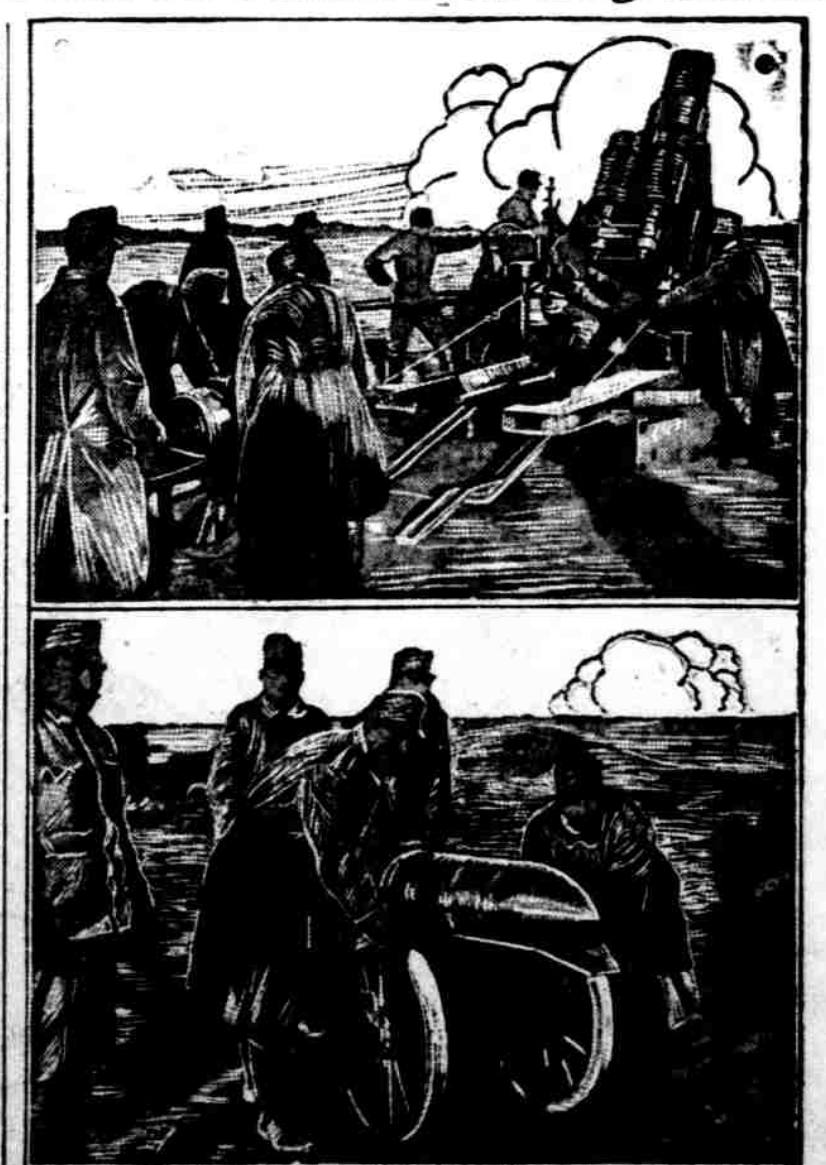
Speaking of the change in artillery practice forced by the present war, Colonel A. M. Murray, late of the Royal artillery, says:

"The gun is a long range, high velocity, man killing weapon. The higher its velocity and flatter its trajectory the longer its range and the greater its man killing capacity before the enemy can approach within infantry distance.

"The howitzer, as distinct from the gun, is a short range weapon designed originally to throw a heavy, high explosive shell with low velocity and high trajectory.

"The howitzer was originally conceived for bombardment purposes and for the destruction of material, but recently its use has been extended for man killing purposes, and field howitzers, light and heavy, are now provided with shrapnel as well as high explosive shells. When not wanted for howitzer purposes they can now be used as guns for fighting in the open.

"As the howitzer shrapnel shell reaches its target with a low velocity, in order to increase its man killing effect, the shell has a high driving charge inside it amounting to as much as three-quarters of a pound or more. This driving charge increases the velocity of the bullets when they have



Upper—Austro-German Big Gun in Position. Lower—Wheeling Shell to Breach of Gun.

been released by the bursting of shell. The introduction of quick firing field guns, magazine rifles and automatic firing machine guns has enormously increased the man killing power of modern armies and has compelled troops even on the offensive to seek cover to escape rapid annihilation, as deadly is the power of modern weapons of defense."

WILLIAM SCOTT